

Fig. 4B is a graph showing the target decelerations obtained from the map of Fig. 3 according to such changes of the steering angle as shown in Fig. 4A;

Fig. 5 is a part of a flowchart which may be substituted for a corresponding part of the flowchart of Fig. 2 as a modification;

Fig. 6A-6E are a set of graphs showing an example of changes of the change rate of the steering angle and other values adapted to change according to such a change of the change rate of the steering angle through the operation of the device of the present invention;

Fig. 7 is a part of a flowchart which may be substituted for a corresponding part of the flowchart of Fig. 2 as another modification;

Fig. 8 is a graph showing a map similar to that of Fig. 3 for obtaining a target deceleration based upon the change rate of the lateral acceleration; and

Fig. 9 is a part of a flowchart which may be substituted for a corresponding part of the flowchart of Fig. 7 as still another modification.

#### Description of the Preferred Embodiments

In the following, the present invention will be described in more detail with respect to some preferred embodiments thereof with reference to the accompanying drawings.

In the vehicle diagrammatically shown in Fig. 1, 12 is a vehicle body supported by front left, front right, rear left and rear right wheels denoted as 10FL, 10FR, 10RL and 10RR, respectively, via an ordinary wheel suspension mechanism not shown in the figure. The front left and front right wheels 10FL and 10FR are steered by a steering system including a steering wheel 14, a rack and pinion type power steering device 16, and tie rods 18L and 18R. The four wheels are adapted to be selectively braked by a brake system generally designated by 20, including an oil hydraulic circuit 22, wheel cylinders 24FL, 24FR, 24RL and 24RR for applying a braking force to the front left, front right, rear left and rear right wheels, respectively,